

INSURANCE.
WASHINGTON
Fire and Marine
Insurance Company

Office, 5-1-2 Madison St.,
MEMPHIS, TENN.

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MASONIC MUTUAL
Life Assurance Association,
No. 384 Front Street,

Magnolia Block, cor. Union street, up stairs
\$12.00 CONSTITUTES YOU A MEMBER

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OF MEMPHIS.

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AND ACCOUCHER.

OFFICE, 33 UNION ST., RESIDENCE, 200
Main street (Dayton Block). Office hours
from 8 to 10 a.m. and from 5 to 6 p.m. Spe-

cialties: children and female diseases. Grad-
uated at the University of Berlin (Germany);

with honors, that thirty years' practical ex-
perience. Vaccination daily at his office, be-
tween 3 and 4 o'clock p.m. M-LVI-52

NEWSPAPERS.
HELENA, ARKANSAS,

Daily and Weekly World,
BURNETT & BURKE, Prop's.

A DEMOCRATIC, CONSERVATIVE
Newspaper, the best advertising medium
in the State. An extensive circulation
through all the rich cotton-growing counties.

The only Daily Paper that Pub-
lishes Free Reports Outside
of Little Rock.

That portion of the State of which Helena is
the capital, the eastern part, surpasses all the
other in point of population. Business men of
Memphis, have a care! look to the trade of
Helena.

Address to Johnstone & Vance, H. Wade & Co.,
E. A. Benson, Hill, Terry & Mitchell. 5-1

"RECORD,"
SEARCY, ARKANSAS,

CIRCULATES AMONG ALL THE MER-
chants in the White and Red river val-
leys.

Is the People's Organ.

Memphis merchants will find this a good
medium to make their business known to the
country merchants in that section particu-
larly. Address

JACOB FROELICH, JR.,
SEARCY, ARKANSAS.

MEDICAL.
CANCERS

ARE permanently cured by Dr. W. C. COUDEN,
of Louisville. From hundreds
of which can be easily ascertained. See W. C.
Mitchell, Jackson, Tenn.; cured, 1890. J. R.
Trotter, Prospect, Ohio; cured, 1890. J. R.
Trotter, Carter's creek, Henry Co., Tenn.;
cured, 1890. J. R. Trotter, Troy, Ohio; cured,
1890. J. R. Trotter, Troy, Ohio; cured, 1890.

By addressing Dr. W. C. COUDEN, No. 47
West Jefferson street, Louisville, Ky., copies
of his "Journal" can be obtained, free of
charge, giving name of treatment and a large
list of cases cured. M-LVI-52

MUSIC.
Established in 1853.

E. A. BENSON'S
OLD AND RELIABLE

Wholesale Music House

—And—
PIANO-FORTE WAREHOUSES,

317 Main Street,
—IS NOW OFFERING—

OUR BENSON & CO.'S Pianos from \$250 to \$450
OUR YOSE & BONS' Pianos from \$350 to \$500
OUR GABLEY Pianos from \$400 to \$500
OUR STEINWAY & SON'S Pianos \$500 to \$1000
OUR MASON & HAMILTON Organs \$100 to \$500
All warranted for Five Years.

—Also—
Pianos for Sale on Monthly Payments.

Old Pianos taken in exchange for new ones.

—Together with the largest stock of—
Sheet Music and Musical Merchandise
Ever brought to the South.

NOW IS THE TIME TO BUY
Country Merchants, Schools and Seminars
will please send in their orders, as I can fill
them at less than New York prices, for cash,
or good city acceptance at thirty, sixty or
ninety days.

Our Pianos Tuned and Repaired by com-
petent workmen. N. A. BENSON, TENN.

STONE WORKS.

LEMONS' CONCRETE STONE.

IF YOU WANT YOUR SIDEWALKS OR
Pavement laid with this stone, leave
orders at

Lemons' Concrete Stone Works,
No. 101 Union Street.

All Work Guaranteed.

PUBLIC
LEDGER

City Official Journal.

MEMPHIS, TENN.: THURSDAY EVENING, MAY 22, 1873.

NO. 71

PUBLIC LEDGER.

THE PUBLIC LEDGER IS PUBLISHED
every afternoon (except Sunday) at No. 13
Main street.

The Public Ledger is served to city subscrib-
ers by faithful carriers at FIFTEEN CENTS
PER COPY, payable weekly by the carrier.

By mail (in advance): One year, \$3; six
months, \$1; three months, \$2; one month,
75 cents.

Newsletters supplied at 25 cents per copy.

Weekly Public Ledger,

Published every Tuesday at \$2 per annum (in
advance) 1 copy of five or more, \$1.50.

Communications upon subjects of general
interest to the public are at all times accept-
able.

Rejected manuscripts will not be returned.

RATES OF ADVERTISING IN DAILY.

First insertion.....\$1.00 per square
Subsequent insertions.....50 "

For one month.....\$4.00
For two months.....\$7.00
For three months.....\$9.00
For one year.....\$25.00

RATES OF ADVERTISING IN WEEKLY:

First insertion.....\$1.00 per square
Subsequent insertions.....50 "

Eight lines of nonpareil, solid, constitute a
square.

Displayed advertisements will be charged
according to the space occupied, at above
rates—there being twelve lines of solid type to
the inch.

Notices in local column inserted for twenty
cents per line for each insertion.

Special notices inserted for ten cents per line
for each insertion.

To regular advertisers we offer superior in-
crements, both as to rate of charges and
number of display for their favor.

Notices of deaths and marriages, twenty
cents per line.

All bills for advertising are due when con-
tracted and payable on demand.

All letters, whether upon business or other-
wise, must be addressed to

W. H. WHITMORE,
Publisher and Proprietor.

THE SHIPWRECK.

BY GEORGE W. GIFT.

I was cast away on the beach of the
north-point of the entrance to Humboldt
bay, California, in the latter part of
1852. It happened in this wise: A

scholar called the Mexican, in endeavor-
ing to get to shore, struck and grounded
at the place indicated, and

MADE SIGNAL OF DISTRESS
by displaying her flag at half mast, and
union down. A number of young men,
myself one of them, set out from the

various vessels lying at anchor in the
bay to render such assistance as was
possible. We had no difficulty in board-

ing the vessel, as the tide was half out,
and the force of the surf was expended
on the outer bar, and did not reach the

Mexican, which lay inside.

The Captain, a solid, manly English-
man, past middle age, was sole owner
of the uninsured vessel and cargo, and

besides, had on board a sum of money in
gold coin equal to about \$5000. This lit-
tle fortune was the result of many years

of toil and hardship at sea—a part had
been earned battling the storms of the
North Atlantic between Quebec and

London, another portion

IN STRUGGLING AGAINST THE HURRICANES
OF THE WEST INDIES,

and other moieties in beating across the
bay of Biscay, and buffeting the gales of
the southern capes of Africa and South

America. The recollections of all the
work, and the imminent jeopardy of its
proceeds, doubtless spurred brave Cap-

tain Tomlinson to make a gallant effort to
extricate his property from its present
peril.

As the tide receded small boats came
alongside with the utmost ease, and a
person unaccustomed to the freaks of

the sea at that point would have imag-
ined the vessel to be no danger.

Our plan was to lay out in deep water
both lower anchors, backed with kedge,

and heave a strain on at each end, and
when the vessel floated made sail, as the wind
was off shore, and force her into the

channel and the bay. With the strong
volunteer force from the vessels, assisted
by the passengers and crew, these prepa-

rations were soon made and we sat
down to wait the return of the tide.

Toward sunset the tide was rising rap-
idly and

that without stint. And thus we lay
glued to the bottom with two mighty
forces contending for us, the sea to drive

us further on and the wind to force us
off. At length the sea began to come

in such masses as to lift us on their
crests and then let us down again on the
bottom with a hard, quick, pounding blow

that always causes a peculiar weakness
in the knees of those who experience it.

I knew very well that the best bottom
ship-carpet ever made would not long

stand the hammering the poor old Mexi-
can was getting, and if she did not float
soon, her journey would suddenly end.

The captain begged me to stand by the
wheel ready to cut the lashings of the
ropes in the event the vessel floated, and

steer her; and there I was posted I think
until somewhat after midnight. I ob-

served that the fires built on shore by
those who had assembled to watch our
movements had burned down and were

deserted. Calling some one to relieve
me a moment, I dived down into the
cabin to get a little warmth, and perhaps

a cup of coffee, and had probably been
below five minutes when Mrs. Tomlin-
son called out from her berth where she

had been sleeping that

THE SEA WAS RUSHING IN.

In an instant the waters rose to the cabin
floor! I knew very well what that meant

—the vessel had bilged and would fill,
and our only chance was to go on deck,

and our only hope was that she would
hold together.

I assisted Mrs. Tomlinson on deck and
to the main rigging, and the starboard
side, where most of the people were

already assembled. To ease the vessel
we attempted to

CUT AWAY THE FOREMAST.

Captain Tomlinson undertook the job in
person, and although it was performed

exactly according to the rules governing
such cases, it was not a success. The

lanyards of the lee rigging were severed,
a few chips cut from the mast on the

weather side, and the weather rigging
was parted by a few blows with an ax on
the lanyards, but the mast did not tumble,

as we had hoped, the wind not being
strong enough to make it break with its
weight and that of the top-hammer.

There it stood, unsupported by the rig-
ging and swaying from side to side as

the vessel rolled, acting as a mighty
lever to pry her open. By this time

THE BREAKERS WERE COMING ON US FAST
AND FURIOUS.

We stood huddled in and about the
main rigging, holding on to ropes to pre-

vent being washed into the sea. At times
the waves came so fast that we would

hardly get the water blown out of our
noses and wiped from our eyes before

another would be upon us. It was sug-
gested that if the chains were cut the

vessel would be driven high on the
beach before going to pieces; and our

good captain, although dreadfully bruised
and hurt by being dashed about in his

attempts to get the foremast over the
side, groped forward again between the

intervals of the deluging waves; and as
he essayed to part the chain cables by striking

them sharp blows with an ax at the mo-
ment when they were strained by the

momentum of the seas. But as the seas

strengthened and engulfed the captain at the
same time they caused the chains to

grow taut, and he could do nothing.

But whilst he was trying to render ser-
vice forward he came near losing his wife

and a certain extent she had de-
pended on her husband's assistance to

resist the breakers as they swept down
on us; and when he left, she incautiously

loosed her hold of the rope she was
clinging to and was sent toward the

cabin of the vessel and nearly overboard.

Fortunately, she was able to lay hold on
a stick of square timber, a part of the

deck load, which stayed her progress;
but in some manner she got her head

under the end of a heavy log whilst it
was about, which came near crushing

her brains out when the water sub-
sided.

I heard her cries and sprang to her as-
sistance just before a breaker boarded us

again. Fortunately I saw the situation
very soon, and knew that she would be

extricated when the timber floated, and
therefore seized her dress to drag her

from the perilous and painful position.

We did not have to wait long to carry
out my programme, but when Mrs. Tom-

linson's head was no longer jammed

WE WERE ADRIET IN THE BOILING SURF.

However, we were in the immediate vicin-
ity of the vessel and its ropes, which

I recollected to have lashed in the
first part of the night with the end of

the head line. As we were being car-
ried nearly overhead I reached down

and fortunately caught the small line;
otherwise this writer would have been

buried in December, 1852, on that dreary
sandy cape, where the breakers were

lastingly hammer and moan. In the
next breathing spell I managed to get

the lady up to the holding place

again, and remained with her until her

husband returned. For some years after

that Mrs. Tomlinson lived in San Fran-
cisco, and if she happened to hear of

me when in that city on a visit, she in-
variably had me to dinner, which dinner

was always concluded by such a plum

pudding as only true Britons know how
to concoct. Thus you see I have

my reward.

This adventure stirred my blood a lit-
tle, and I demanded of the pilot, who

was shivering in the group, to know
what he thought were our chances to be

saved.

"NOT A PARTICLE OF HOPE,"

he replied, whereupon the carpenter

groaned and prayed very earnestly to

feel the first ground under his feet once

more. I felt very much inclined to

complain these fellows, and I would have

been much gratified to have done it

with a club. Even if the danger was

imminent they had no business to de-
moralize and frighten the landmen by

telling them so, and I had very little re-
spect for this bar-room bully as the

leader of a prayer-meeting. The chances

are that I rather exceeded the bounds of

propriety in my "argument" to con-
vince the people that the pilot was

wrong. However, that is neither here

nor there. I was not popular with his

or the carpenter's clique after that.

THE VESSEL GOT TO LAY VERY UNEASILY

in her position, swinging occasionally so

as to make our side the most exposed,

which caused us to shift positions sev-
eral times. For a moment we were

around the companion-way, which led

into the cabin, and under the main

beam, and there I learned for the first

time that the captain had the consid-
erable sum of money on board which

had been mentioned. It was in a

black traveling-bag, and the mate lashed

it to the main beam with the head line

which had saved my life. After that in-

cident we moved about very often from

place to place in attempting to dodge

the force of the breakers, until finally,

as we were long to our old spot in the

main beam, the vessel seemed to lay over

on her beam ends, the heads of her masts

being seaward and our side uppermost.

What could cause this singular move-
ment I could not imagine, but

I KNEW THE CRISIS WAS COMING,

and we would soon be putting the em-
bers of the smouldering fires on the

beach together to warm ourselves by, or

believing stuff and stark amidst the sea-

weed on the strand. The vessel, as I

have before indirectly mentioned, was

laden with lumber, the deck load being

heavy logs of square timber, which I

thought would be driven on shore in

great masses, when once set free by the

breaking up of the sides of the vessel,

and that the danger of drowning would

be small provided we were not crushed

or injured by the floating wreck as it car-

reered towards the land.

Once or twice she righted, after keep-

ing over as described, but finally the

only the parted company with the top

of the vessel, and the whole fabric was

A MASS OF WRECK IN DETAIL.

people, timber, spars, rigging, all over-

boarded in the swirling, billowing sea.

I popped up beside a noble stick of

timber, a foot square, and thirty or more

feet long, upon which I at once engaged

a passage in whatever direction it might

be going. My mind was full of expedi-
ents for keeping clear of the wreck, the

most important of which was to dive un-
der my log when I saw the breaker com-

ing, with its crest laden with crushing

material. Somehow I had to get my feet

toward the shore, whether I went that

way or not, and had to look over my

shoulder to observe the approach of the

breaker, and know when to get under

my log. I think I had come up but

twice, when, to my surprise, I found

that my good craft had collected two

more passengers, one of whom was the

carpenter, who was rapidly making

promises of good behavior in the future.

Only the timber was allowed him. Just

then I observed, by the manner we

changed the range of the fire on shore

and an old wreck, that we were going on

shore very fast. This raised my

anxiety very much, and encouraged my

antagonism to the carpenter, whom I

denounced as a hypocrite and a bragg